POLY PERFORMANCE MFG. 870 INDUSTRIAL WAY, SAN LUIS OBISPO, CA (805) 242-0397

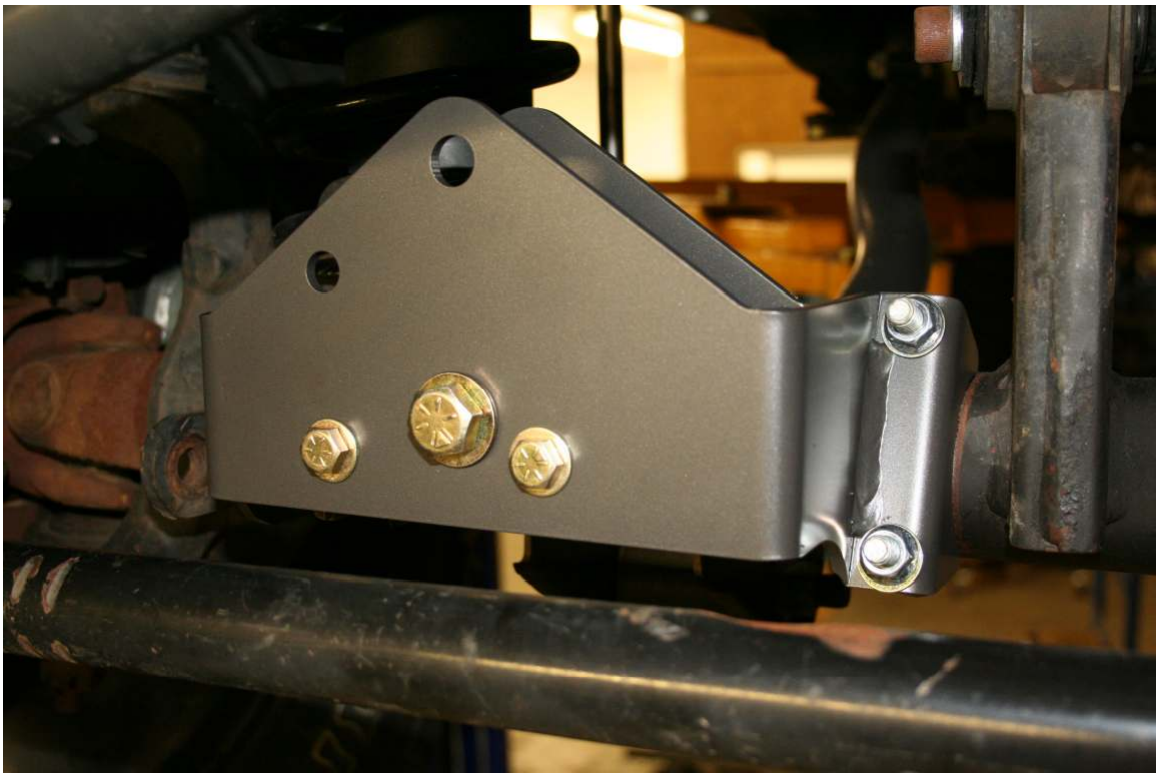
PPM-8055/8089 JK FRONT TRACK BAR RELOCATION BRACKET

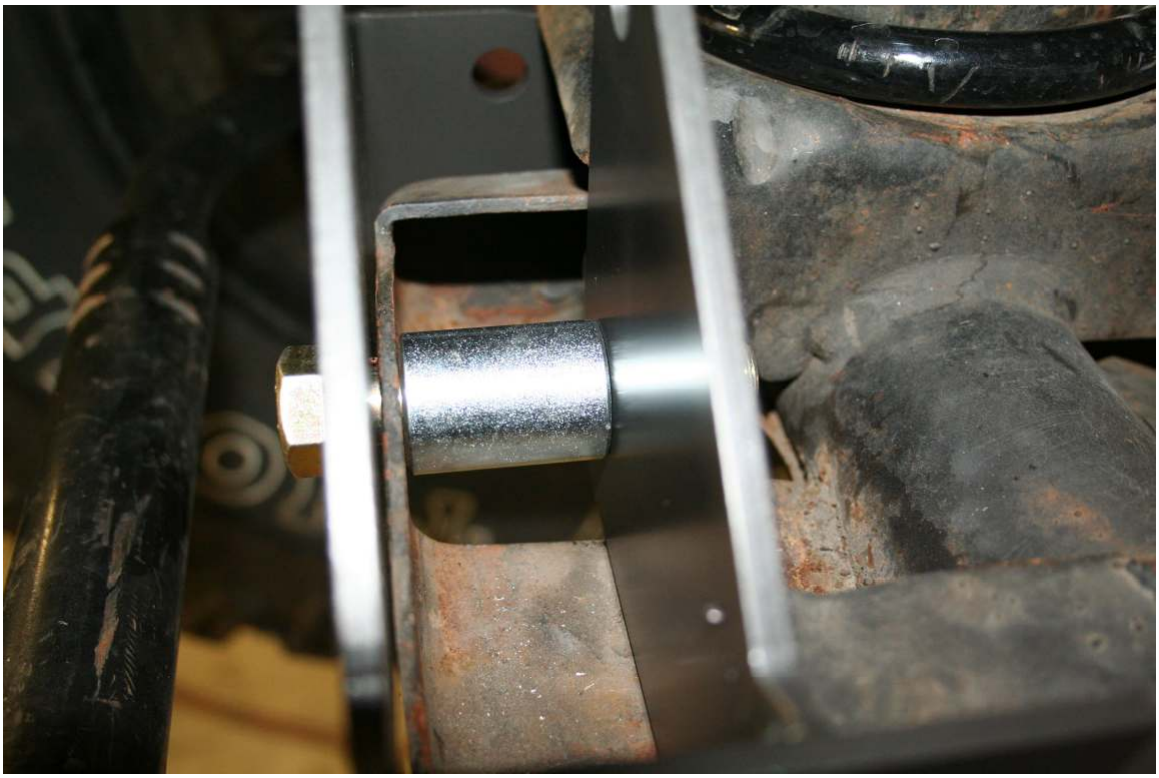
Version 1.2

GENERAL NOTES:

- These instructions are also available on our website; *www.synergysuspension.com*. Check the website before you begin for any updated instructions and additional photos for your reference.
- The installation of this bracket should not require any cutting or drilling.
- This bracket should be used with the PPM-8001 drag link flip kit.
- You must use a minimum of 3" of front bump stop extension, PPM-8057 (3") or PPM-8075 (4") to prevent the track bar and bracket from hitting the bottom of the frame at full jounce travel.

1. Remove the factory front track bar from the axle bracket and loosen the track bar from the frame bracket to allow the track bar to rotate out of the way. Secure the track bar up and out of the way with a bungee cord or something similar.
2. Remove the factory anti-sway bar links from the axle brackets, or remove completely if using new anti-sway bar links.
3. Position the new PPM-8055 track bar bracket over the stock track bar bracket as shown below. Secure the bracket to the axle using the supplied 9/16 x 3" bolt and spacer, the spacer goes where the track bar was located in the stock bracket. There are 3 cylindrical spacers included with this kit, use the shorter one for this step, the two longer ones will be used later for the anti-sway bar relocation brackets. Use a washer under the head of the bolt and under the toplock nut. Do not tighten this nut at this time; wait until all the other hardware is installed.
4. Install the (2) 3/8 x 1" bolts in the track bar relocation bracket on either side of the 9/16" bolt, use a flat washer under the bolt head and under the nut, then secure with a toplock nut.
5. Install the u-bolt over the axle tube and through the track bar relocation bracket, use a flat washer and nylock nut to secure the u-bolt.

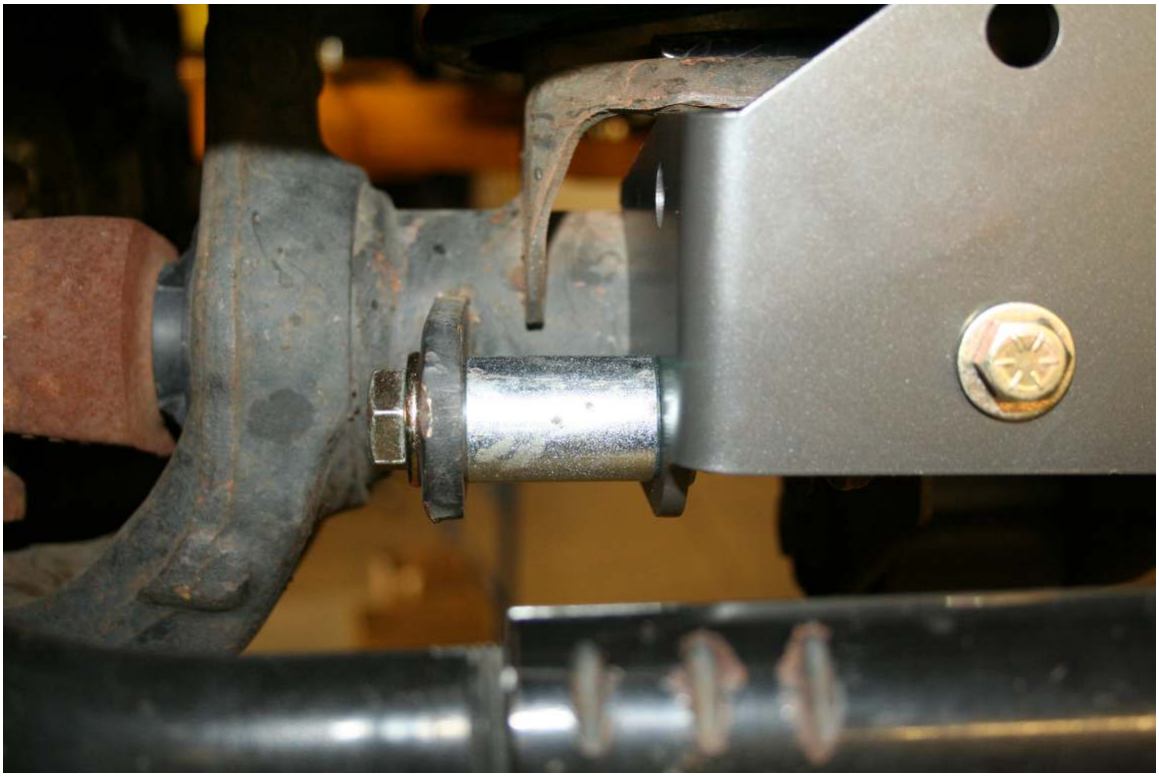




Detail view of track bar relocation bracket spacer installed

6. The anti-sway bar relocation bracket works in conjunction with the track bar relocation bracket to raise the anti-sway bar mounts by 1.75". This is required when using the Polyperformance sway bar disconnect kit and/or using the Polyperformance Sway bar link kit. If you are relocating the anti-sway bar link mounts refer to step 7 & 8. If you want to keep the anti-sway bar links in the stock location, skip step 7&8 and refer to step 9.

7. Install one of the 1.5” spacers between the stock sway bar tab and the side of the track bar relocation bracket in the lower hole with a ½ x 3” bolt and top-lock nut; use a washer under the bolt head and nut. Refer to the picture below for assembly reference.

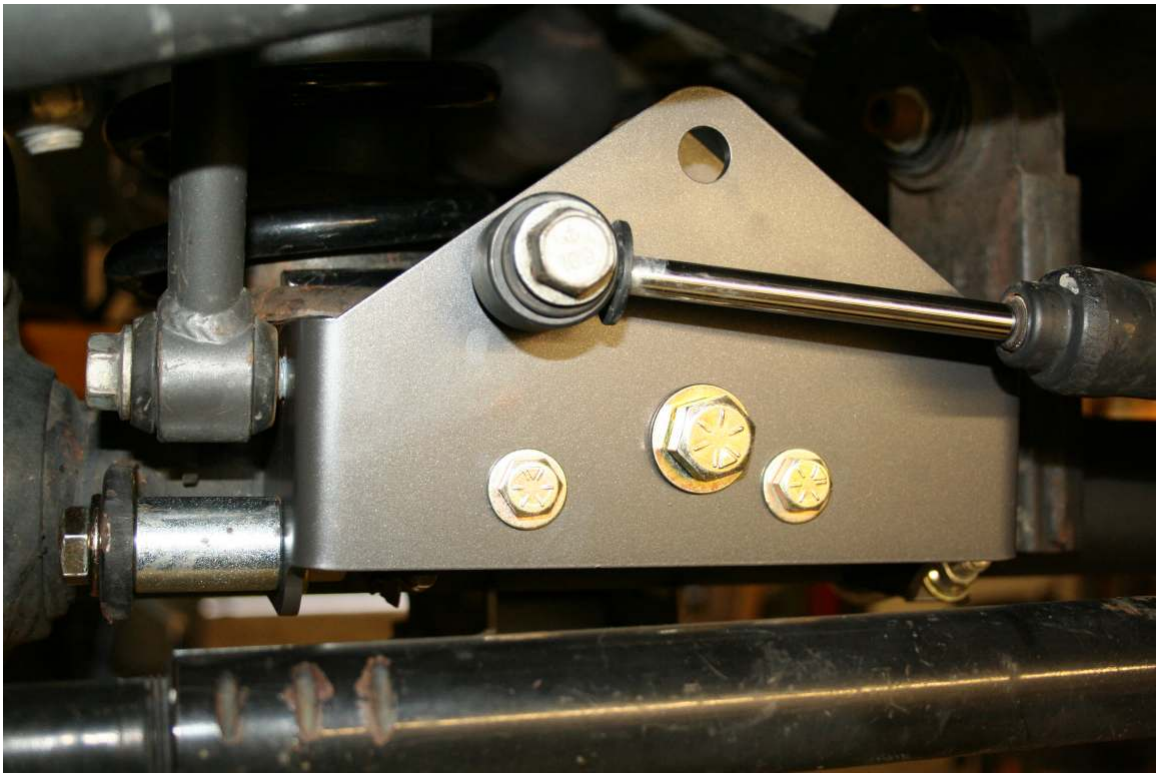


8. Install the driver side anti-way bar relocation bracket using a 1.5”spacer and ½” x 3” bolt and top-lock nut; use a washer under the bolt-head and nut.

9. If you are not using the anti-sway bar relocation brackets and want to mount the sway bar links in the factory location, install the passenger side anti sway bar link between the track bar bracket and factory sway bar tab as shown below. Attach the driver side anti-sway bar link in the factory location.

10. The track bar relocation bracket also allows you to relocate the steering stabilizer to the top of the tie rod. Remove the steering stabilizer from the axle bracket and from the tie rod bracket.
11. Loosen the u-bolts on the tie rod steering stabilizer bracket and rotate it to the top of the tie rod as shown below. Tighten the u-bolts when finished.

12. Install the steering stabilizer to the tie rod bracket. Attach the shaft end of the steering stabilizer to the track bar relocation bracket using the factory nut and bolt and a ½ washer between the bushing and the track bar relocation bracket.



13. Reattach the track bar using the factory nut and bolt, it helps to have someone turn the steering wheel to align the track bar to the hole in the bracket.
14. Once all the hardware is installed in the track bar relocation bracket you can begin to torque all the hardware. Torque the 9/16 bolt to 150 ft-lbs, the ½" bolts to 90 ft-lbs, 3/8" bolts to 40 ft-lbs and the U-bolt nuts to 30 ft-lbs. Torque the factory track bar bolts to 125 ft-lbs and the factory anti-sway bar link bolts and steering stabilizer bolts

to 90 ft-lbs. Remember to tighten the track bar frame mount bolt if you loosened it earlier.

15. You will probably have to re-center the steering wheel. Adjust the draglink to center the steering wheel. If the steering wheel is not centered the ESP light will come on, so make sure you adjust the draglink so the steering wheel is perfectly centered. This is can accomplished by test driving and making the necessary adjustments. When driving in a straight line take note of which way the steering wheel need to turn to be centered. If the steering wheel needs to turn right to be centered, shorten the draglink. If the steering wheel needs to turn left to be centered, lengthen the draglink.

POLY PERFORMANCE MFG. 870 INDUSTRIAL WAY, SAN LUIS OBISPO, CA (805) 242-0397

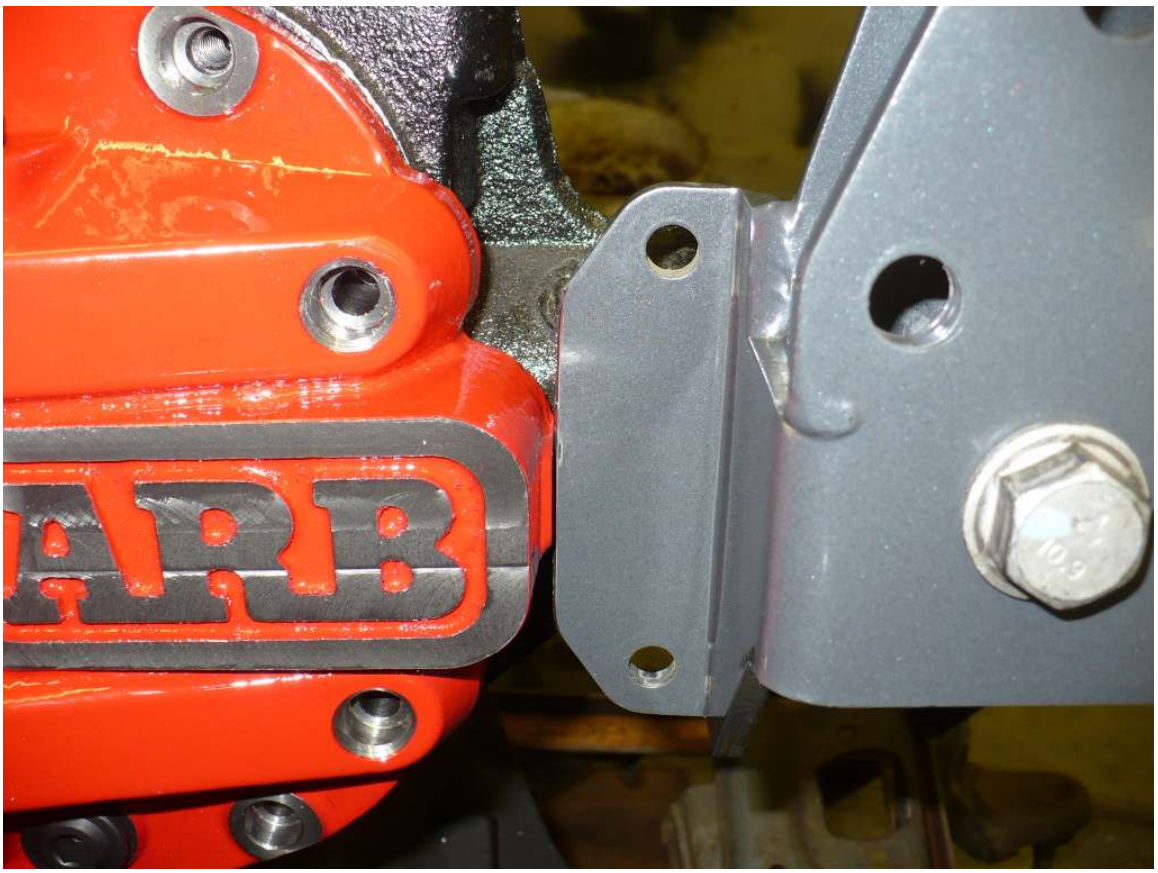
PPM-8091 JK FRONT TRACK BAR RELOCATION BRACKET, RIGHT HAND DRIVE

Version 2

GENERAL NOTES:

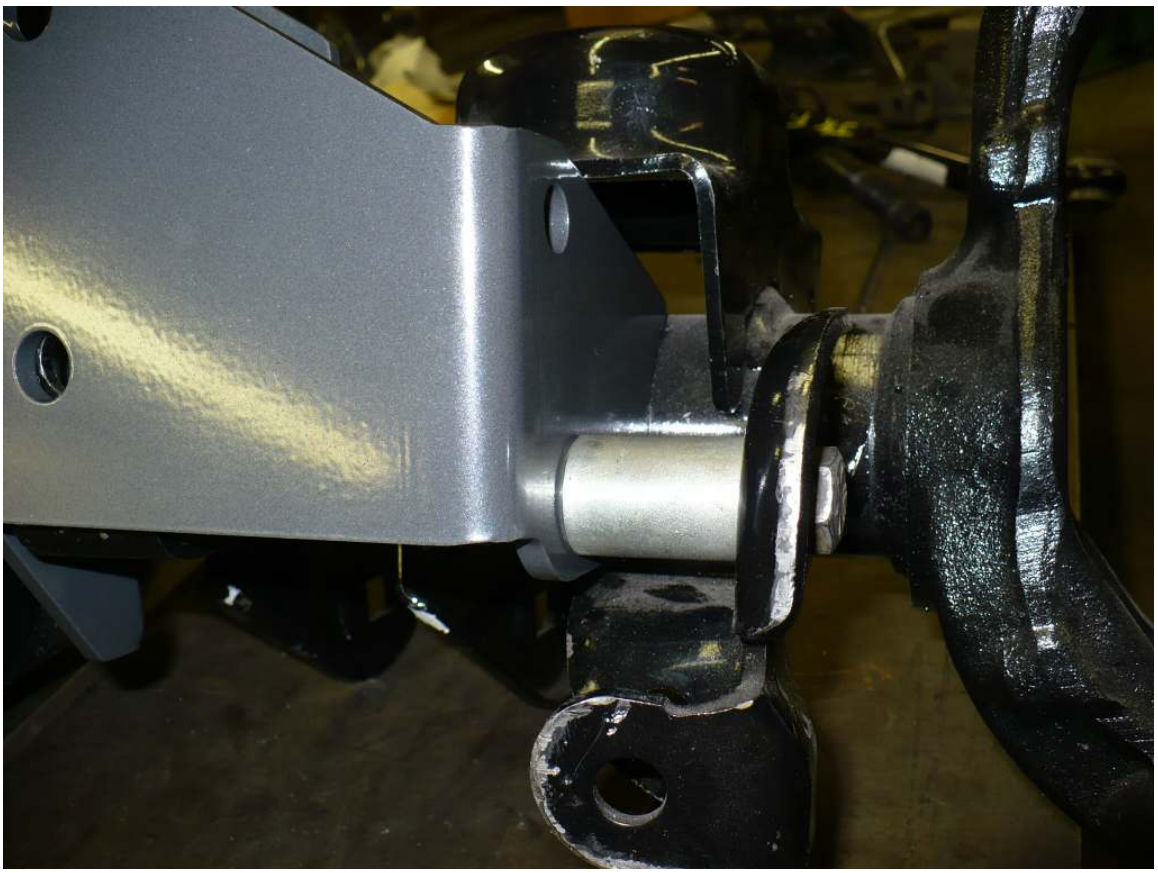
- On Rubicon models the installation of this bracket requires some minor grinding on the diff housing, no other cutting or drilling is required.
- This bracket should be used with the PPM-8001 drag link flip kit.
- You must use a minimum of 3" of front bump stop extension, PPM-8057 (3") and PPM-8075 (4") to prevent the track bar and bracket from hitting the bottom of the frame at full jounce travel.
- If you have a Rubicon model or front Dana 44 and and ARB diff cover, you will need to trim this track bar relocation bracket to fit.

1. Remove the factory front track bar from the axle bracket and loosen the track bar from the frame bracket to allow the track bar to rotate out of the way. Secure the track bar up and out of the way with a bungee cord or something similar. Also remove the steering stabilizer.
2. Remove the factory anti-sway bar links from the axle brackets, or remove completely if using new anti-sway bar links.
3. If you have and ARB diff cover and a Rubicon model with a Dana 44, trim 7/16 (10mm) front the end of the track bar relocation bracket.

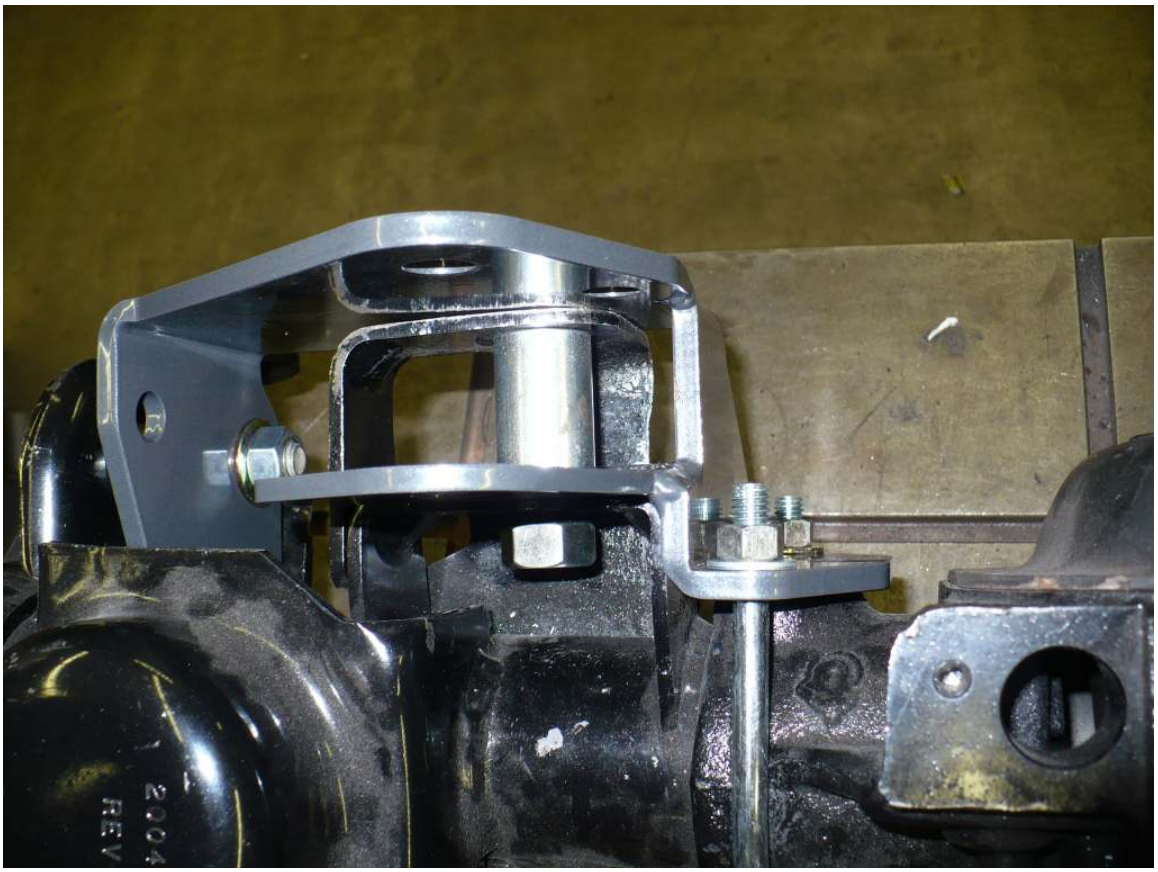


4. Position the new PPM-8091 track bar bracket over the stock track bar bracket as shown below. Secure the bracket to the sway bar tab using the supplied 1/2 x 3” bolt and spacer. There are 3 cylindrical spacers included with this kit, use one of the

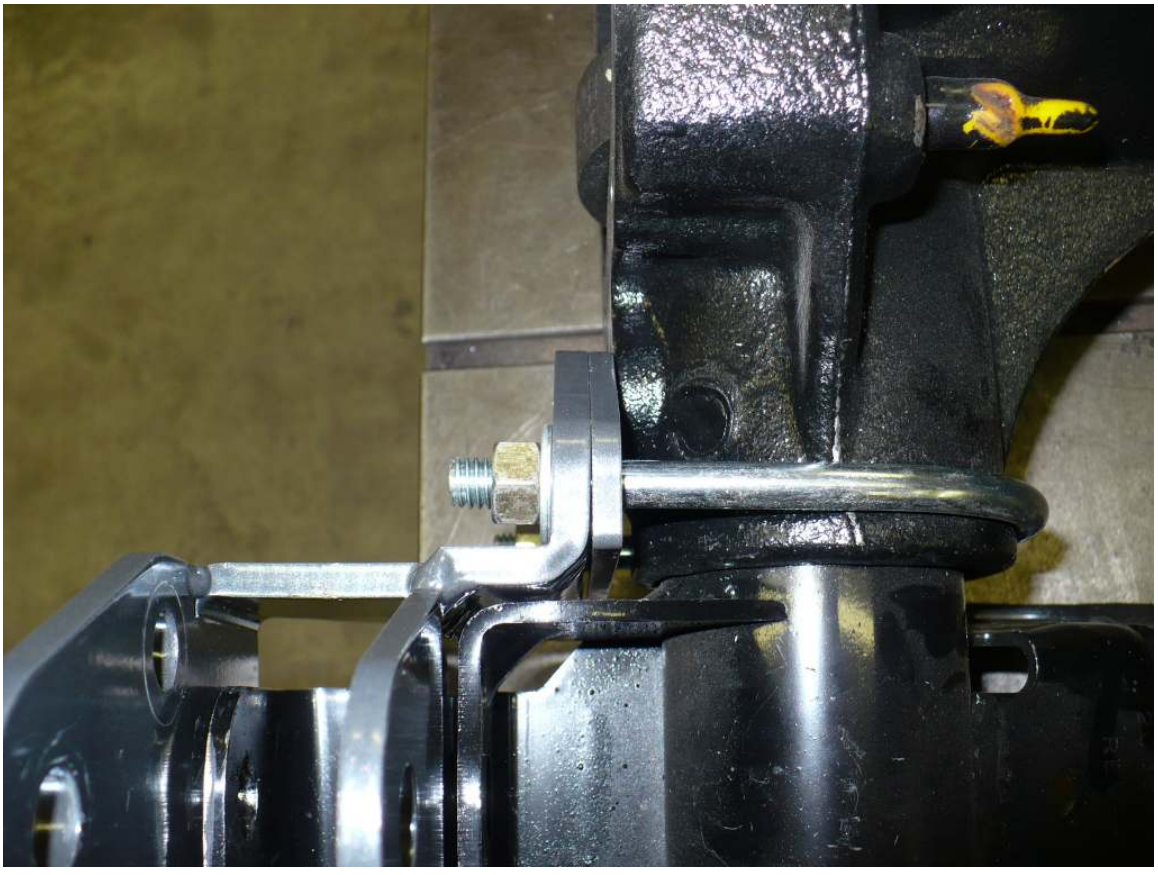
longer 1.5” (38mm) ones for this step. Use a washer under the head of the bolt and under the toplock nut. Do not tighten any of the track bar bracket hardware until all of the hardware is installed.



5. Insert the shortest of the 3 spacers where the stock track bar bushing was. Install the 9/16 x 3” bolt in the track bar relocation bracket through the stock track bar mounting hole. Use a flat washer under the bolt head and under the lock nut.

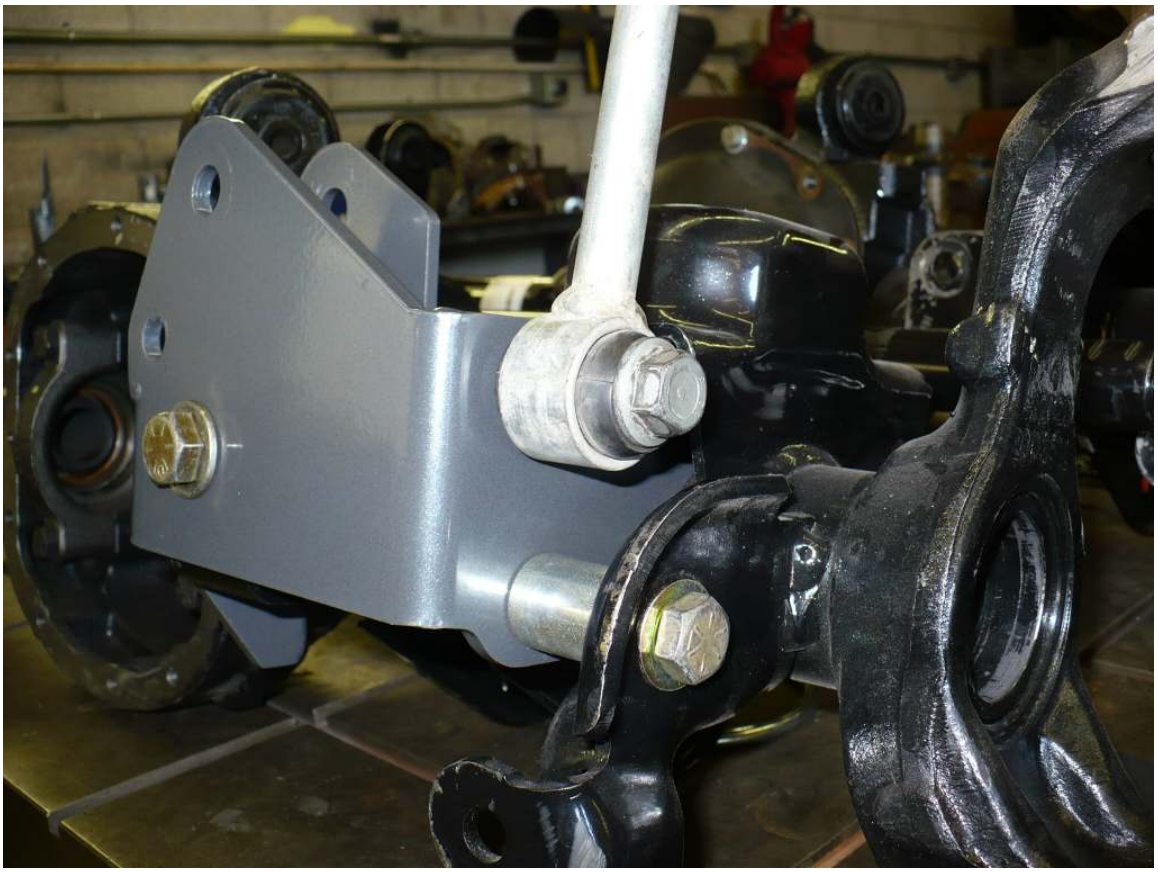


6. If you have a Dana 30, use the supplied shim between the housing and the track bar relocation bracket. Install the u-bolt over the diff housing and through the track bar relocation bracket, use a flat washer and nylock nut to secure the u-bolt.

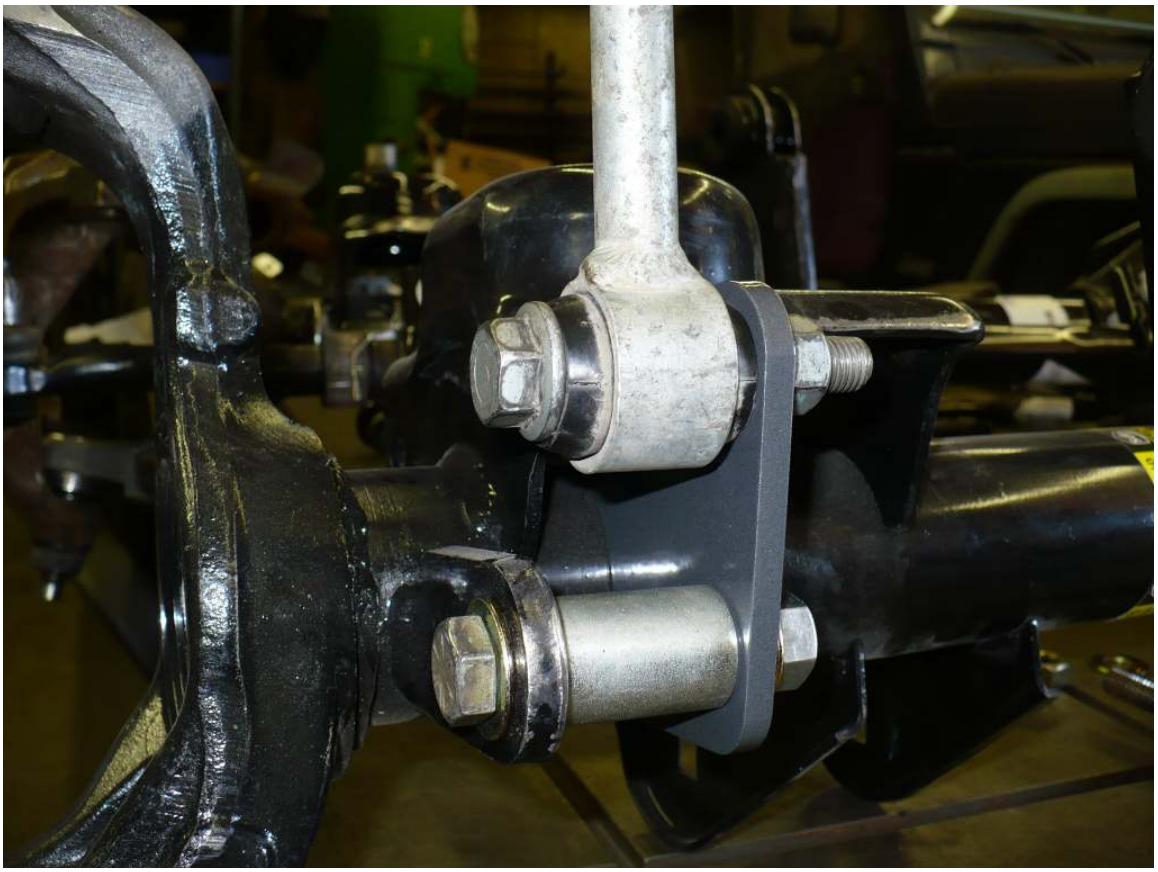


7. If you have a Rubicon with a Dana 44, you will have to grind the bottom web slightly to clear the u-bolt. Do not use the shim. Install the u-bolt over the axle housing and through the track bar relocation bracket, use a flat washer and nylock nut to secure the u-bolt.

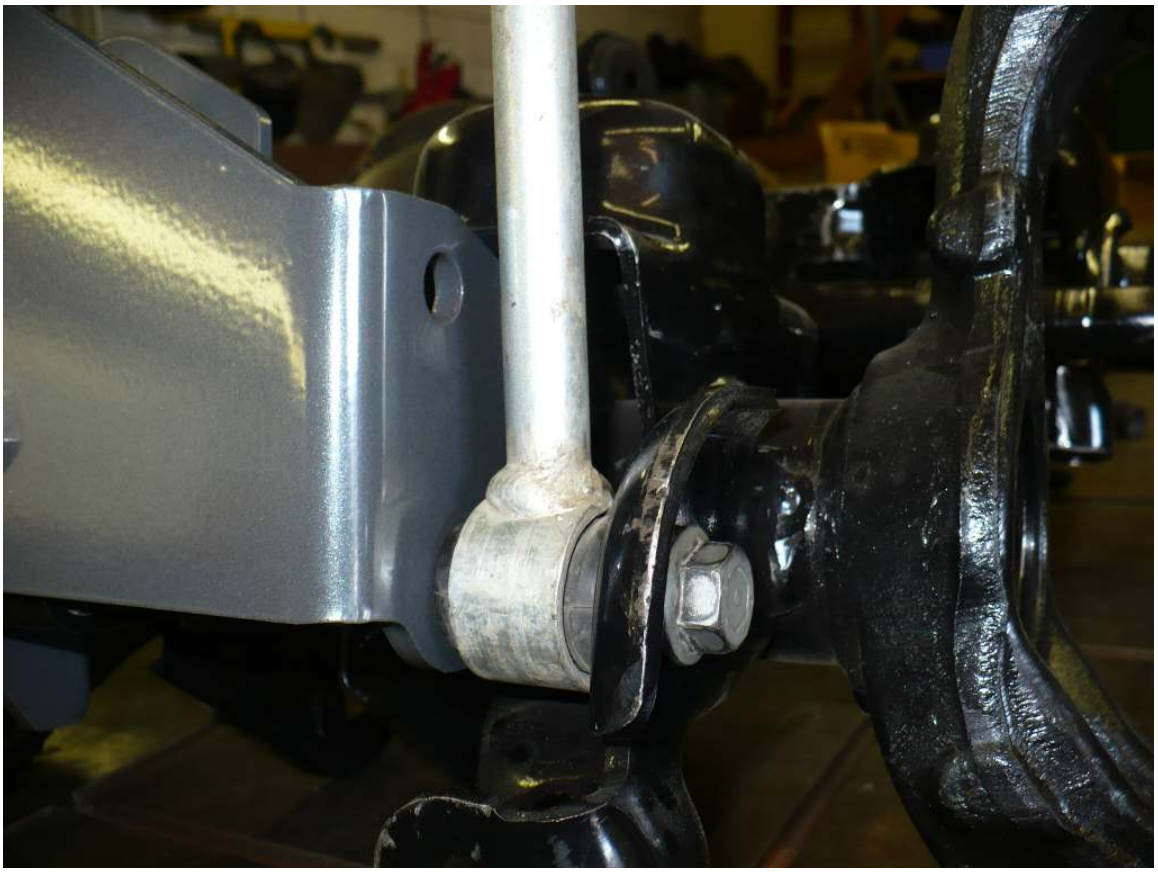
8. Once all the hardware is installed in the track bar relocation bracket you can begin to torque all the hardware. Torque the 9/16 bolt to 150 ft-lbs (200 N-m), the ½" bolt to 90 ft-lbs (120 N-m), and the 3/8" U-bolt nuts to 30 ft-lbs (40 N-m).
9. The anti-sway bar relocation bracket works in conjunction with the track bar relocation bracket to raise the anti-sway bar mounts by 2". This is required when using the Poly Performance sway bar disconnect kit and/or using the Poly Performance Sway bar link kit. If you are relocating the anti-sway bar link mounts refer to step 9 & 10. If you want to keep the anti-sway bar links in the stock location, skip step 9&10 and refer to step 11.
10. Attach the passenger side sway bar link to the upper hole in the track bar relocation bracket using the stock bolt and nut.



11. Install the driver side anti-sway bar relocation bracket using a 1.5” (38 mm) spacer and ½” x 3” bolt and top-lock nut; use a washer under the bolt-head and nut. Tighten the ½” bolt to 90 ft-lbs (120 N-m), and the sway bar link bolts to 90 ft-lbs (120 N-m).



12. If you are not using the anti-sway bar relocation brackets and want to mount the sway bar links in the factory location, install the passenger side anti sway bar link between the track bar bracket and factory sway bar tab as shown below. Attach the driver side anti-sway bar link in the factory location.



13. Install the steering stabilizer to the track bar relocation bracket. Attach the body end of the steering stabilizer to the track bar relocation bracket using the factory nut and bolt.

14. Loosen the clamping bolt on the tie rod steering stabilizer bracket and rotate it to the top of the tie rod, fully compress the steering stabilizer and turn the wheels all the way to the left. Attach the steering stabilizer to the tie rod bracket.

15. Rotate the tie rod clamp forward enough that the steering stabilizer clears the diff cover. Turn the tires all the way to both sides to verify clearance and that the steering stabilizer does not limit the steering angle. When the tie rod clamp is positioned correctly, tighten the clamping bolt.

16. Reattach the track bar using the factory nut and bolt, it helps to have someone turn the steering wheel to align the track bar to the hole in the bracket. Torque the factory track bar bolts to 125 ft-lbs (170 N-m). Remember to tighten the track bar frame mount bolt if you loosened it earlier.
17. You will probably have to re-center the steering wheel. Adjust the draglink to center the steering wheel. If the steering wheel is not centered the ESP light will come on, so make sure you adjust the draglink so the steering wheel is perfectly centered. This can be accomplished by test driving and making the necessary adjustments. When driving in a straight line take note of which way the steering wheel need to turn to be centered. If the steering wheel needs to turn right to be centered, shorten the draglink. If the steering wheel needs to turn left to be centered, lengthen the draglink.